

7. An appropriate pre-service-inauguration promotion budget is critical; for example, nobody knew about the sleeper on the Amtrak Twilight Shoreliner, now being dropped for lack of patronage.

Phase-in of a greatly-expanded DC - NN service will require an appropriate "stabilization" funding source (regardless of who operates the trains). "Stabilization" is the term, notably in real estate development, used and understood in the business world for the period of time between start-up and the time when revenues cover costs. [ "subsidy" in Amtrak speak! ].

This proposal contemplates continued operation by Amtrak of two (2) daily round trips between Newport News and Northeast Corridor points north of Washington, PLUS an additional three (3) DC - NN turns operated for account of the VA Rail Authority (VDRPT) by Amtrak, the Virginia Railway Express, or others.

Richard L. Beadles  
March 24, 2003

### **YOU CAN HELP!**

Call, Fax, or E-Mail The Governor, Your  
Congressman, and our Senators

Governor Mark Warner Tel: 804 786-2211; Fax: 804-371-6351  
email [www.governor.state.va.us](http://www.governor.state.va.us)

Senator John Warner Tel: 202-224-2023; Fax: 202-224-6295;  
website: [www.warner.senate.gov](http://www.warner.senate.gov)

Senator George Allen Tel: 202-224-4024; Fax: 202-224-5432  
website: [www.allen.senate.gov](http://www.allen.senate.gov)

Congresswoman Jo Ann Davis Tel: 202-225-4261; Fax: 202-225-4382,  
website: [www.house.gov/joannndavis](http://www.house.gov/joannndavis)

Congressman Bobby Scott Tel: 202-225-8351; Fax: 202-225-8354;  
email: [bobby.scott@mail.house.gov](mailto:bobby.scott@mail.house.gov)

Congressman Eric Cantor Tel: 202-225-2815; Fax 202-225-0011;  
website: [www.cantor.house.gov](http://www.cantor.house.gov)

as well as your representative in the Virginia General Assembly, and your  
local elected officials in the county, town or city in which you reside

#### **Refer Specifically to this 2007 Rail Proposal**

a copy of which will be in the hands of Federal Officials and the  
Governor. Note: Regular U.S. Mail is no longer an effective means of  
communicating with the Virginia delegation in Washington due to extraordinary  
demand incurred screening for bio terrorism.

## **AMERICA HAS INVITED THE WORLD TO JAMESTOWN IN 2007 TO CELEBRATE OUR 400TH BIRTHDAY**

**But given our congested roads, the expense and  
inconvenience of air travel, and Virginia's  
embarrassing third-world rail service, it may take  
longer than it did John Smith in 1607.**

**It Doesn't Have to be That Way!**

**Rail (Doable AND Affordable) is the Answer**

**What's needed? \$175 million**

**Total cost? \$302 million (of this, \$127 million --  
42% is done)**

**The route? Washington-Richmond-  
Newport News**

**The goal? 5 round trips daily using new, faster  
equipment and more reliable schedules  
(now 2 round trips)**

**How far? 187 miles from Washington's Union  
Station to Newport News**

**How long now? 4 hours averaging 47 mph  
(25 miles at 25 mph)**

## HERE'S HOW IT CAN BE DONE

		(\$ millions)	
	Total	Funded	Needed Complete
1.	Access rights/joint ownership arrangements with CSX. Note # 1	\$50	\$ 0 \$50
2.	Rail line infrastructure improvements -		
	L'Enfant Plaza, D.C. to North Anna, 88 miles Note # 2	\$76	\$76 \$ 0
	North Anna to Elko (RIC Airport), 35 miles Note # 3.	\$69	\$19 \$50
3.	New push-pull capability locomotives/trains sets 3 @ \$16 +/- each Note # 4	\$50	\$ 0 \$50
4.	Equipment "turning" and servicing facility at Newport News Note # 5	\$ 7	\$ 0 \$ 7
5.	Station improvements - Note # 6		
	Main Street Station, Richmond	\$30	\$30 \$ 0
	Williamsburg Transp. Center	\$ 2	\$ 2 \$ 0
6.	Soft Costs - Note # 7		
	Pre-2007 Promotion/Developm't	\$ 2	\$ 0 \$ 2
	Stabilization Funding, e. g. revenue enhancement during first three years of operation of new service.	\$ 8	\$ 0 \$ 8
7.	Contingencies	\$ 8	\$ 0 \$ 8
Totals	\$302	\$127	\$175

## NOTES

- Contemplates that the yet-to-be formed Virginia Rail Authority ("VRA") will move to obtain a permanent, assignable, right to operate passenger trains on, over and along the existing CSX rail corridor between Amtrak's Washington Union Terminal, in Washington, D. C., and Newport News, VA, such right(s) to be procured by means of a permanent easement, or right of access, or by purchase of an undivided ownership interest in the corridor, or by other mutually-satisfactory arrangements which provide, and ensure, VRA with "first-class" status as to joint use, together with appropriate assurances, and remedies, to be defined, relative to the quantity and quality of utilization of the existing CSX-owned infrastructure, as well as the right, by VRA, to construct, own, operate and maintain certain to-be-defined VRA-funded Infrastructure throughout such corridor.  
  
Also contemplated: a companion joint operating, maintenance, cost allocation and return-on-investment formula, embedded in an agreement dealing with liability, dispatching and other critical issues involved.
- North Anna selected as the dividing point, as it represents the division point between VDOT Fredericksburg and Richmond Districts.  
  
The \$76 million includes previously-invested public funds in AF Interlocking modernization, the proposed new Quantico Creek bridge, and the programmed Northern Virginia-Fredericksburg District rail improvements funded by the allocation of the \$66 million appropriated by the VA General Assembly in the 2000 session.
- North Anna - Elko (Richmond Airport area on CSX Peninsula Subdivision) via either, or both, of the RF&P Subdivision and the Piedmont Subdivision routes, represents the most challenging segment of the route through the Richmond Metro region, but is the route segment where investment in new infrastructure can yield the most immediate, and significant, running time improvement in passenger train schedules providing service to Williamsburg and Hampton Roads (Newport News).  
  
The \$ 69 million consists of \$19 million allocated to the Richmond District from the GA 2000 appropriation, plus an arbitrary \$50 million.
- No specific train set technology; but a clear need for quick turn back DC - NN operation, thus the push-pull concept seems appropriate. Not contemplated that these trains would operate north of DC.
- No specific design; but contemplates most normal service/maintenance of equipment; would occur at Newport News, thus minimizing need for adding to the already overloaded Washington Terminal facilities. Also, the easier it is for Amtrak, and/or others, to obtain service at NN, the more likely they will run trains down the Peninsula.
- Estimated public investment already made, or under way, in connection with renovation of station facilities at Main Street Station in Richmond, and at Williamsburg.